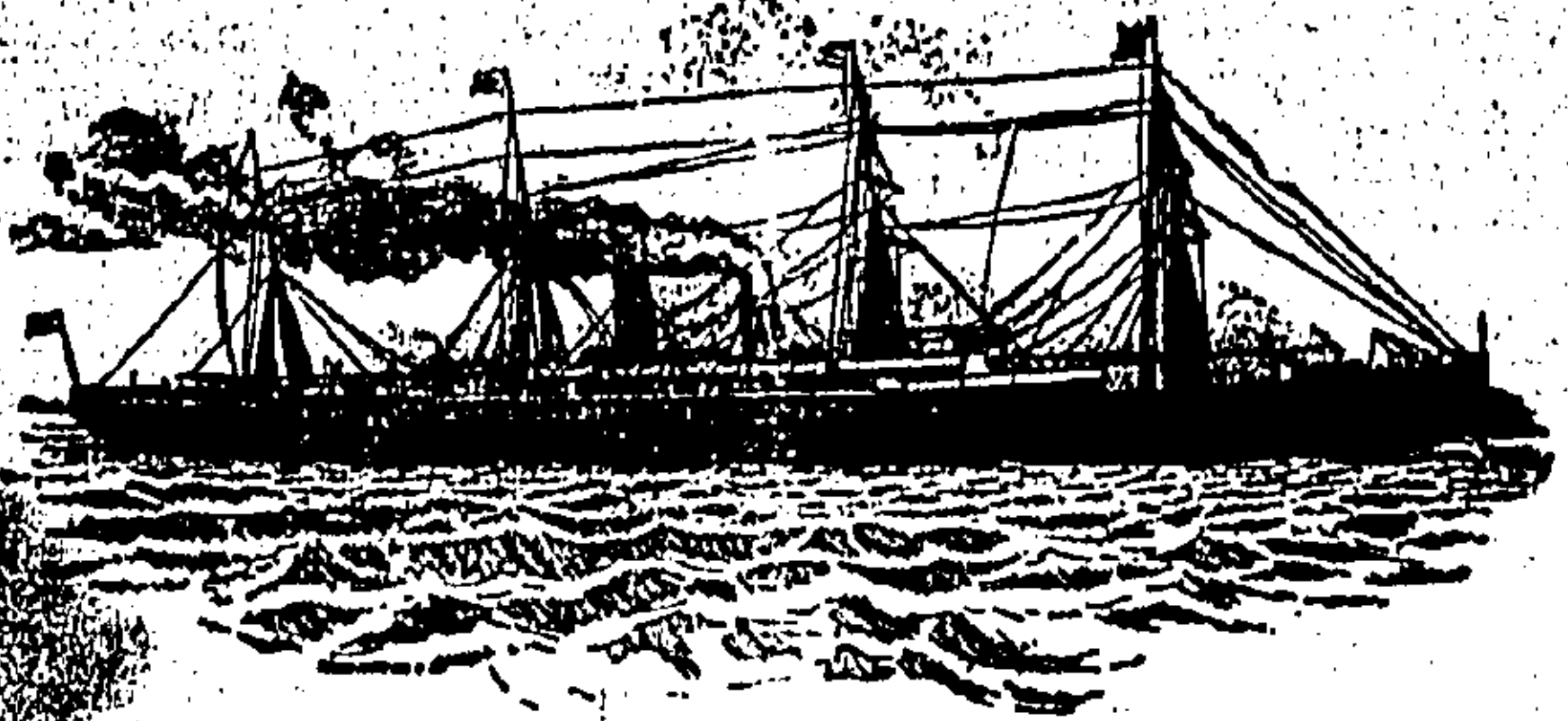


Mails.

U.S. MAIL LINES.



U.S. MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

PAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons.	SATURDAY, 15th October, at Noon.
"KOREA"	1,276 "	SATURDAY, 29th October, at Noon.
"GARLIO"	4,205 "	TUESDAY, 8th November, at Noon.
"MONGOLIA"	4,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DORIC"	4,784 "	SATURDAY, 17th December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 24th December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1903; 10 days, 15 hours.

THE O. & O. Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 15th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special Rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, 211 Ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

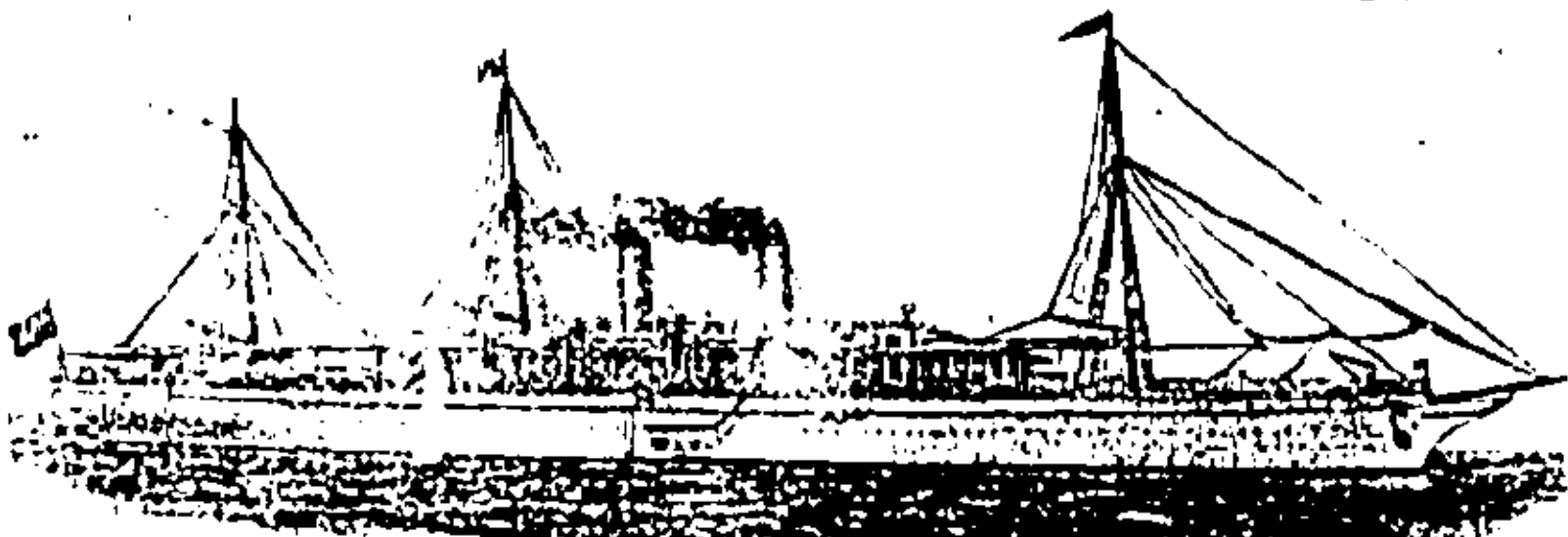
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN OHIO, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" .. 6,000 Tons .. WEDNESDAY, 19th October.

"TARTAR" .. 4,425 " .. WEDNESDAY, 2nd November.

"EMPRESS OF INDIA" .. 6,000 " .. WEDNESDAY, 16th November.

"EMPRESS OF JAPAN" .. 6,000 " .. WEDNESDAY, 14th December.

"ATHENIAN" .. 2,440 " .. WEDNESDAY, 28th December.

"EMPRESS OF CHINA" .. 6,000 " .. WEDNESDAY, 11th January, 1905.

Hongkong to London, 1st Class .. £40. Via New York £62.

Hongkong to London, Intermediate and 1st Class .. £40.

The magnificent "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 12th October, 1904.

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OBERSTADTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE: BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG.	18th October.
von Döhrn	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
BRISGAVIA	HAVRE and HAMBURG.	1st Nov.
Schulke	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SLAVONIA	HAVRE and HAMBURG.	15th Nov.
(ex STRASSBURG)	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG.	29th Nov.
Schoenfeld	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SENEGAMBIA	HAVRE and HAMBURG.	13th Dec.
(ex NURNBERG)	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
Jaburg		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 6th October, 1904.

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free. Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S., 37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,361 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,250 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------------	------------------	----------------------

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of October	JAVA PORTS	Second half of October
TJILATJAP	JAVA PORTS	First half of October	JAPAN VIA SHANGHAI	Second half of October
TJIMAH	JAVA PORTS	First half of November	JAPAN VIA SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,

16, DES VUEX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FENGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agency for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

QUEEN'S ROAD, Watson's Buildings.

Hongkong, 15th September, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 10th January, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 111 Ice-House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 12nd September, 1903.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

Portraits, Groups and Enlarging and Copying in all Sizes.

Large Selection of Views Always on Hand.

PRICE VERY MODERATE.

Hongkong 15th September, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A I and A. B. C. (4th).

Yokohama, May 11th, 1903.

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ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

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HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.

26, DES VUEX ROAD CENTRAL.

THE NIGHT SCHOOL of the above will open for its regular Autumn Session on TUESDAY, October 11th. Books open for registration 11th October 11th.

SUBJECTS TAUGHT: Shorthand, Typewriting, Book-keeping, Commercial Correspondence, English (Primary, Intermediate and Advanced), Mandarin, French, German, Japanese, Music and the English Bible.

FEES very moderate.

FULL PARTICULARS in our printed EDUCATIONAL ANNOUNCEMENT which will be furnished upon application.

Hongkong, 1st October, 1904.

[1095]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VUEX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

[1095]

Hotels.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shan-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,

Proprietor and Manager.

Hongkong, 15th August, 1904.

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HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

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BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

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TELEPHONE NO. 136.

CABLE ADDRESS: "ACHER," HONGKONG.

A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING AND PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Fonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."

Telephone—No. 358.

Hongkong, 3rd May, 1904.

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NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional to the rates per year, when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 12, 1904

EDUCATION IN CHINA.

The last ten years have made more change in China's attitude towards outside knowledge than all the previous aeons of time put together. Exactly what goes on behind the walls of the Forbidden Palace, at Peking, we cannot tell, but the Western world has had glimpses of the innumerable Court struggles in which officials from the highest to the lowest have had parts to play. At the present time the Empress is practically supreme, the young "Son of Heaven" remaining as the figure-head, while his old reforming edicts are being re-introduced cautiously. The Empress sees which way wisdom lies and moves along that way, all the while suppressing—with occasional failure—her irritation at what she has to do and her pettish dislike of the foreigner. She does not appear to be naturally opposed to all progress, but dislikes being forced into it. This has been evidenced in her courting of the foreign ladies of the diplomatic corps at Peking and in a scheme for Westernising education. More than two years ago it was decreed in an Imperial edict that universities should be established in each province, colleges in each prefecture and schools in each district. The Chinese, however, did not display any zeal in complying with the order as no provision was made for the maintenance of the establishments. The Emperor, however, complained in the strongest terms that no notice should have been taken of the decree, with the result that, in a few cases, the authorities took the matter in hand and gave new names to the existing Chinese institutions, and called them Western Halls of Learning. In many of the provinces serious attempts are now being made to provide these colleges at the capitals, the most recent instance being the opening of one of them in Canton. Our correspondent at that city informed us yesterday that a college has been started in the old Examination Hall, which has been thoroughly renovated, and six or seven teachers engaged to impart a little knowledge of English and some other elementary studies to a hundred or more young men. From other parts of the Empire similar satisfactory reports are to hand, the Tientsin official organ stating that the Viceroy of Yunnan and Kweichow provinces has converted all the private and the more important public temples into schools and colleges for modern studies. The properties of the various native monks and nuns have been confiscated and sold by the Viceroy personally, three-fourths of the proceeds being used for the upkeep of the said schools, and the balance given to the disestablished monks. There is no doubt, as our Canton correspondent points out, that the Chinese seem determined to work out their own salvation. When one realises that the aim of education is to make a man a useful and desirable member of society with enough intellectual culture to impart the necessary polish to the person, it certainly behoves the Western nations to encourage China by every means in their power. Moral training may be regarded as the foundation of the Chinese educational system, and mental training, the superstructure. For this reason her schools have until quite lately given comparatively little attention to the study of anything else besides the language and the literature of the country. We have seen, here in Hongkong, that in intellectual endowment the Chinese are not inferior to any other people in the world, and the really good work which their sons

are doing in European and American universities is good proof of what others may be capable of performing. That the country is in need of reformation will not be denied, and it will be only when a radical change is made in her educational system that she will begin to realise the vast importance of intercourse with the nations of the West.

LOCAL AND GENERAL.

AFTER a lengthy holiday at home Mr. H. Price, of Messrs. Price & Co., has returned to the Colony.

DR. and Mrs. G. M. Harston were passengers arriving on the German mail steamer from home this morning.

A GRAPHIC description of the destruction of a Russian battery in one of the recent engagements is printed on page 3.

THE Chinaman who was stabbed in the fracas at Tanjong Pagar, Singapore as recorded in our issue yesterday has succumbed to the wound he received.

It is proposed to introduce the seal into Lake Superior. Seals can live in fresh water, and are found in Lake Baikal. The question is whether there are fish enough to supply the market and the seals too.

ACCORDING to the *Asahi's* Peking correspondent the Russians have enlisted two thousand Mongols at \$12 a month \$2 extra allowance. The arms are supplied by the Mongols and come from Germany.—*Universal Gazette*.

THE correspondent at Singapore who sends us a copy of a statutory declaration, for insertion in our columns, "in justice to a lady, and gentleman of honourable reputation," is advised to place the matter in the proper quarters where he would doubtless get the satisfaction he now seeks, and run no risk of an action for slander.

It is reported from Weihaiwei that Messrs. L. W. Sing Tai & Co. of Chefoo have about completed negotiations for the purchase of the King's Hotel there. The property is a valuable one, and under normal conditions enjoys a liberal patronage from guests arriving from points as far away as Singapore, Chefoo and Weihaiwei being the summer resorts of the China coast.—*Chefoo Daily News*.

MR. Alec Marsh (the well-known haritone, and husband of Madame Alice, Estey) who spent some time two, or three years ago in Hongkong and Shanghai, is at present at Simla. While visiting that place he took over the stage management of the *Three Little Maids*, the first performance of which took place on the 17th ult. The three principal ladies characters were filled by Mrs. Iggliden, Miss Massy and Miss Bond, who sang and acted with brilliant success.

It is reported from an influential quarter in Berlin that negotiations are proceeding for the amalgamation of three of the largest arms and ammunition firms in Germany. It is not at present clear whether Krupp is a party to them, but it is by no means improbable, seeing that there is no male member of the family to control the firm's affairs since the death of Herr Krupp. In any event, however, the contracting firms would have to obtain the consent of the Government before amalgamating, they being contractors to the State.

WRITING from Vienna, a friend of his states that Sir Rudolph Slatin intends shortly to pay a visit to England, after which he will go to India for some time as the guest of Lord Kitchener. Sir Rudolph has not been in England for nearly four years, and he has only just returned to his home in Vienna, after nearly three years' work in the Sudan, partly in connection with the business of the Administration and partly in connection with the Gordon College and Hospital, founded by Lord Kitchener after the termination of the Khartoum campaign.

THE *Kobe Shimbun* correspondent at Liaoyang sent the following report to his paper on September 30th:—Lieushankwan, Motienling, and their vicinities were visited by the first frost this year on September 20th. On the 22nd, there was snow, and ice was seen in the fields. Liaoyang has also been visited by frost and it suddenly became very cold a few days ago. Since then it has become warmer again. The millet has all been gleaned. The roads are very dusty. Skirmishes take place every now and then, but no severe engagement has been reported.

WE have received from the Portland and Asiatic Steamship Company, a copy of the annual number of the *Commercial Review*, a weekly journal published in Portland, Oregon, in the interests of the milling, grain and shipping trade of that port. In this issue is a very interesting article from the pen of Mr. H. E. Reed, Secretary of the Lewis and Clark Centennial Exposition to be held in Portland next year. The paper is also replete with information regarding the imports and exports from the port, and other mercantile news of general interest to those concerned. It also contains many excellent photographs of local scenes of interest.

THE French steamer *Bourbon* went into dock today for her periodical overhaul, and inspection of engines and boilers.

THE surveyors are still busy inquiring into the extent of damage sustained by the s.s. *Agincourt*, and it has been found as yet impossible to estimate, even approximately, the actual amount of damage she has sustained.

AFTER a long absence in the Orient, John Roberts is now giving exhibitions at home, and at the end of the month opens matches at Edinburgh, to be followed by others at Manchester.

TSEN Chun-hsuan, Viceroy of the Kwang Province, seeing the troubles in Kwangsi do not subside, has asked the Peking Government to allow him to stay at Zinchow so as to supervise the suppression of the Kwangsi rebels.

THE many friends of Capt. Jones, of the s.s. *Heungshan*, will be pleased to learn that he has so far recovered from his recent illness as to be able to take a trip to Hongkong from Macao this morning. Capt. Clarke is expected back from his holiday in England a fortnight from today. He will resume command of the *Macao liner*.

MR. W. Stuart Harrison, Superintendent of the China and Japan Telephone and Electric Company, who was suddenly taken ill last Sunday, and carried to the Government Civil Hospital, in a state of unconsciousness, in which he remained until today, is now quite conscious, and it is hoped he will soon be entirely recovered from his stroke, and able to get about as usual.

POSSIBLY there may be luck in the number 13, at any rate it was on James O'Brien's thirteenth appearance before Mr. Kemp at the magistracy that a berth was found for him as ordinary seaman on board the s.v. *Kentmere*, and he was therefore remanded to police custody to be placed on board that vessel and sent safely out of the Colony. Pity a few more notorious beach combers cannot be got rid of in the same way.

MR. Gompertz gave his decision in the case of the summons against the *South China Morning Post* this morning. He stated that he had inspected the locality where the alleged obstruction had taken place, and found that, while an obstruction had been caused, having regard to the condition of the road there which was blocked with heaps of building material and debris, he did not consider the obstruction of such a nature as to warrant the infliction of a penalty. It was, therefore, dismissed. Police Sergeant Adlington was in charge of the case.

On the arrival of the *Heungshan* from Macao yesterday, a Chinese woman was arrested for being in possession of 12 taels of opium, which she was endeavouring to smuggle into the Colony. She was taken to the station and charged by Inspector Smith for the offence, being subsequently released on bail of \$300 to appear before the magistrate this morning. Of course, she did not put in an appearance when the case was called on and her bail was exonerated. The penalty to which she was liable was \$360, with the alternative of imprisonment, or both, her absence apparently saved her an extra \$60.

A YOUNG Indian watchman was this morning sent to two months' hard labour, by Mr. Gompertz, for being in possession of property which he either stole himself or knew to have been stolen, at Yaumati. When taken to the station he said he bought the goods, consisting of clocks, Chinese female clothing, and brass utensils, in Tientsin; but when Sergeant Appleton placed him before Mr. Kemp he said he found them in a bundle on the road and had been so busy that he forgot to report his "find." The goods were reported stolen some weeks ago, and it was proved that the Indian had to pass the marshes, occupied by a clockmaker, from which they were taken, twice every day. The goods were found locked up in his box.

THAT a little learning is dangerous was evidenced the other day at Shanghai when some Chinese boys entered the new building of the Nippon Yusen Kaisha, while the workmen were at dinner and found an earthenware jar, filled with gas generating acid. They uncorked the jar and put some pieces of zinc therein. The receptacle was then closed and carefully sealed. In a short space of time, the force of the gas within asserted itself, an explosion followed, which sent the acid and fragments of the jar in all directions. As luck would have it, however, the acid did not hurt any of the youngsters seriously though some of them were scratched by the fragments of the broken jar.

THE s.s. *Lillia*, 1,814 tons, Captain Morris, now in the Cosmopolitan Dock, undergoing a thorough overhaul, is the old *Derwent*, used as a transport for troops from India to South Africa during the late Boer War. She was subsequently sold to Chinese at Saigon, when her name changed, and she was registered under the French flag. When she arrived in this port from Saigon on the 29th ult., she was provisionally registered under the British flag preparatory to her permanent change, from the French to the British. Before taking up her run again between here and Saigon, etc., she will be re-christened *Derwent*, when Captain Jenkins, of the *Shan Company*, will take command of her present master, Mr. E. Morris, sailing as chief officer.

A writer on the *S. F. Press* who summarised the report of the meeting held in connection with the formation of a Volunteer Reserve force for Hongkong, evidently overlooked the fact that Sir Henry Blake has been in Ceylon for the past eleven months, the present Governor being Sir Matthew Nathan.

SOME French missionaries have established themselves at Waichifu in Honan which caused great excitement amongst the ignorant people. Threatening placards are exhibited at public places inviting the mass to protect their own sacred creed etc., against foreign contamination. The local authorities seem incompetent to handle the excited people.—*Eastern Times*.

REGARDING the Reuter telegram, printed in our columns yesterday, the following wire to the *Cable News*, and dated San Francisco, 7th inst., is of interest.—Russia and Japan are making preparations to use submarines during the further progress of the war. Russia is reported to have three now at Vladivostok and others are said to be under construction in a French Mediterranean port. It is also reported that the Baltic fleet carries several. Five of these engines of destruction, one of which was built at New Haven and the rest at other Eastern ports, are now on their way across the United States for San Francisco whence they will be shipped to Japan. Great secrecy is being maintained as to the vessel which will carry them.

SOME astonishing figures given by Mr. Duncan Hume at the Conference of the Incorporated Society of Musicians as to the work of the brain, nerves, and muscles in piano-playing have now been supplemented by some similar statistics with reference to the work of shorthand-writing. At a meeting of the Incorporated Phonographic Society recently it was stated that to write stenographically at the rate of 150 words per minute involves hearing on an average 750 distinct sounds—consonants and vowels—in the course of every minute, and managing to represent or indicate 12 of them every second. Writing at 200 words per minute means hearing about 1,000 sound in sixty seconds and representing or indicating rather more than sixteen of them in every single second!

AN important conference will shortly be held between representatives of the Colonial Office and the Board of Trade, with a view to extending the usefulness of the Imperial Institute. The special object of the conference will be to consider the desirability of increasing the permanent staff at South Kensington by the addition of experts, to whom would be assigned the duty of conducting a more minute examination than has hitherto been made into the character or possibilities of the raw material produced by our colonies and protectorates. By this means it is hoped that the home market would become more keenly alive to the value of many colonial products which are at present regarded with indifference by our merchants and manufacturers. The scheme would involve the despatch of experts for the purpose of collecting the necessary information and material on the spot. The financial side of the proposal will be dealt with by a Treasury official, who will be invited to attend the conference.

THE London correspondent of the *Manchester Dispatch* has been shown a letter written by a very prominent official in the Ministry of the Interior in St. Petersburg, describing the difficulties of the Tsar in finding a suitable successor to De Plehve. "Plehve's post," he says, "has already been offered to no fewer than seven men, all of whom have refused it for reasons which may be well understood. The two men most suitable for the post—M. de Witte and Prince Khilkoff—have not been asked to undertake it, for their reforming propensities are too well known to the Tsar. We should welcome either of them at the Ministry, as they represent an entirely new school of thought and political action, and we can all see that if a man of the type of poor Plehve be appointed our troubles will increase rather than diminish." In the course of his letter the writer remarks "that there is not an official in the Ministry (of the Interior) who is not now shadowed by police agents, it having transpired that the assassin of Plehve was in close communication with some of the clerks whose identity has not yet been established."

AT the Supreme Court this morning, before Mr. T. Sercombe Smith (Puisne judge) the Wing Mee firm of brick contractors, carrying on business at 303, Des Voeux Road, brought an action against the Pow Yick firm of 259, Queen's Road for the recovery of \$364.61 being in respect of 19,000 Amoy bricks sold and delivered. Mr. F. X. d'Almada e Castro appeared for the plaintiffs and Mr. S. W. T. defended. Mr. d'Almada in opening the case said that some time before the 10th of last month the defendants were seen by a broker who undertook to supply them with a certain number of bricks, and the matter was settled. Plaintiffs took the bill of lading to the defendants and the same was chopped, thus acknowledging the bill. A few days afterwards, plaintiffs sent round a shroff to collect the amount due, when defendants said they had not yet finished counting the bricks. Later on they informed the plaintiffs that they had paid the broker in question. At the request of the plaintiffs a representative of the defendant went to the Police Station, and in the presence of Detective Morrison, admitted having received the bill of lading, but alleged that their dealings were with the broker only, and they did not know the defendants. Evidence having been led, His Honour found for the defendants with costs.

THE other day the British sailing ship *Elbe* flew the Police flag at Singapore, and on the Marine Police going off to her the Captain reported that the whole ship's crew were suffering from symptoms of poisoning, which had at once come on that morning after they had had their coffee. Dr. Hupert went off to the ship and attended to the worst cases. The remainder of the coffee was sent to the Government Analyst and on examination was found to contain arsenic. The case is being investigated. Four of the ship's crew deserted on her arrival here, but it is not known if this has anything to do with the poisoning.

AT the Marine Police Court this morning, before His Worship, the Hon. W. L. Barnes-Lawrence, B.N., Kwok Fuk, Chan Lin, and Chan Ngan, owners of licensed row-boats were charged by Sergeant Doole of the Water Police with wilfully disobeying the orders of the Harbour Master, contrary to section 39 of Ordinance 10 of 1899. The defendants made fast to the stern of a junk in such a way as to obstruct the passage of boats coming alongside the Harbour Master's wharf. The first named defendant was fined \$5 or seven days imprisonment, whilst the others were mulcted in the sum of \$3 each, with a like alternative.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—Now that all our new buildings on that portion of the new Praya occupied by Europeans firms are nearing completion, and are going to have a distinguishing name, I would suggest the extreme desirability and convenience of having a Chinese translation of the names engraved alongside the European ones on the exterior of the building. The advantages to be derived from such a step are quite obvious and need not be enlarged upon. In the old days, when each firm used to have a long all to itself, such branding of our buildings would be quite useless; but times have changed, and some of the buildings on the new reclamation now contain as many as twenty offices. It would, therefore, greatly facilitate the work of our office boys and coolies if the suggestion were adopted. Should there be any difficulty in translating the names into Chinese, perhaps some special Chinese names may be adopted.—Yours faithfully,

Hongkong, 12th October, 1904.

PHILIPPINE INDEPENDENCE.

If the American people were asked to vote to-day upon the question of immediately granting independence to the Filipinos, says the *New York Times*, they would vote the proposition down ten to one, perhaps twenty to one, certainly by an exemplary majority. They would vote it down because they are not insane and because they are not heartless. If they were asked to vote upon the question whether we should "make the promise now," they would laugh in the faces of those who asked them to take the trouble to express their will upon a mere question of expediency. The point is really petty, and not worth fussing over. The intelligent Filipinos already know pretty well that if they make rapid advancement they will some time become self-governing, probably independent. The spread of this impression among all classes of the Filipinos, unintelligent as well as intelligent, has undoubtedly increased the difficulty of our position, as Judge Taft has pointed out. But the harm is done now, and the mere expression of a belief that the promise should be made at once is not a matter of very much consequence. Certainly it is not big enough to be made into a campaign issue—and it is only in respect to making the promise "now" that any difference of reality and substance can be discovered between the positions of the two candidates.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 12th at 11.35 a.m. The barometer has risen in Japan, and fallen moderately in other directions.

The greatest pressure lies over N. China, and Korea and the least over the Philippines Group.

Light N.E. winds will prevail in the Formosa Channel and moderate to fresh monsoon over the northern part of the China Sea.

Forecast:—Moderate N.E. winds, fine.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Tsinar*) 13th inst.
Canadian (*Tartar*) 18th inst.
American (Korea) 18th inst.
Indian (*Kunwang*) 20th inst.
Canadian (*Empress of India*) 24th inst.
American (*Siberia*) 4th prox.

The N. Y. K. s.s. *Yawata Maru* (Australian Line) left Kobe via Moji and Nagasaki for this port on 11th inst., and is expected to arrive here on 18th inst.

The C. P. & Co. s.s. *Tartar* arrived at Nagasaki at 8 a.m. on 12th inst., and left again at 4 p.m. same day for Shanghai where it is due to arrive at 5 a.m. on 14th inst.

TELEGRAMS.

(Reuters.)

The Baltic Fleet.

LONDON, 10th October.

The Tzar has arrived at Reval where he has made a two hours' inspection of the Baltic fleet.

Japanese Out-Manoeuvred.

Reuter's correspondent in St. Petersburg wires that no official news is obtainable of a Russian advance, but a private telegram announces the occupation of Benipute from which the Japanese were out-manoeuvred. The fighting was apparently not serious.

LATER.

Defence of Liaoyang.

The *St. Petersburg Bourse Gazette* has received a telegram from Mukden, dated the 9th instant, stating that the main army of the Japanese is retiring to the south, abandoning not only the positions occupied after the battle of Liaoyang, but some which they had occupied before. The right wing has fallen back ten miles to the south in the last few days, evacuating Sian-Chiang, Saimate, Fuchiu Lang and other posts. It is reported that the Japanese withdrew without a struggle.

This is interpreted in St. Petersburg as indicating a decision to concentrate every available man on the immediate defence of Liaoyang. General Kuropatkin is taking every precaution against defeat and is constructing numerous defences along his line of advance.

(Japan Exchanges.)

The Siege of Port Arthur.

IN DESPERATE STRAITS FOR WATER.

Inkno, 5th October.

Owing to the fact that the Russian warships at Port Arthur are always on the look out for a chance of escape, being unable to stand the Japanese fire from the rear of the port, the blockade by the Japanese warships has become very strict of late. On account of the capture of the Kuropatkin battery and the water works by the Japanese, the Russians have ventured to even within the fighting line, at all hazards, to fetch water. But they are always driven back, with much loss and no water. Of late, they have been offering high prices to Chinese junkies for supplies of water, but most of the junks are captured by the Japanese warships, when attempting to break through the blockade. So the Russians are now really at the end of their rope. Owing to the scarcity of winter raiments, the Russians at Mukden have ordered 300,000 suits of Chinese clothing and as many pairs of Chinese shoes.—*Mainichi*.

TENNIS AT THE DOCKS.

The final in the tennis competition held at the Kowloon Docks for a massive silver bowl and a silver cigarette case, presented by Mr. J. W. Graham, took place last evening in the presence of a large attendance of ladies and gentlemen. Those engaged in the match were Mr. Davidson and Mrs. Neave against Mr. Henderson and Mrs. Crawford. Play proved most exciting, the first game eventually going to Mr. Davidson and Mrs. Neave. Mr. Henderson, however, having pretty well taken control of the other side won the next two sets but not without a hard tussle. The prizes were presented by Mr. Neave in the absence of Mr. Graham.

IN YUNNANFU.

A correspondent of the *N. C. D. News*, writing from Yunnanfu, paints the following pen picture of his interesting surroundings:

I have seen the lilies of the province, the very tall, very big; white one of so sweet a scent, that none can sit in a room with two of its flowers, the exceedingly pretty yellow-like a real Guernsey lily, and also a white orchid, the flower like a bird with wings spread, and a long white tail in proportion quite as long as that of the Reeve's pheasant. This is supposed to be hitherto unknown. There are pretty begoniae round here, ten varieties of oaks, several evergreen, luscious thujas that look as if they were dripping, tamarix with foliage like mossy sophoras of huge size, magnolias, etc.

I deduced this city might be called the city of many and big trees. It is also remarkable among the cities of China as having two delightful promenades within its walls, not to speak of that usual to most Chinese cities along its walls. That affected by Chinese is across what they call a lake. It might be called a marsh covered with lotus at this season in full rosy bloom; only unfortunately all the buds are picked, overgrown to be offered for sale in the morning. There beneath willow avenues among the opening lotus, the *jeune dame* of the city saunters, drinks tea, gets photographed, or feeds the innumerable sacred fishes at an ancient temple. Europeans as a rule avoid the marsh, and wander among the limestone rock pinnacles on the high ground between the North and East Gates. Each promenade has much to recommend it.

THE WAR.

THE ALLEGED KAMCHATKA RAID.

A PROBABLE EXPLANATION.

Reference has been made to the Japanese explanation of the strange Russian reports as to a raid upon Kamchatka by Lieut. Gunji and a party of naval reservists. The whole story is so interesting and remarkable that the *Kobe Herald* gives it at length, as related by the crew of the *Toba Maru*, which carried Lieut. Gunji and his party:—

"The *Toba Maru* (Captain Saizaburo Yamaka and a crew of 16 men) left Hakodate about the middle of May, with the object of fishing in distant seas, and arrived at Shimushu Island on June 2, in order to visit Lieut. Gunji and to seek his advice on fishing matters. The vessel, states a translation in the *Japan Times*, being the first to arrive there this year, Lieut. Gunji and the others learned for the first time the existence of war between Russia and Japan. The ship left Shimushu on June 6, taking on board Lieut. Gunji and party, consisting of six or seven members of the Hoko Gikai and a dozen fishermen. The party landed on the banks of the Ojerna River, Kamchatka, and engaged in fishing in the neighbouring seas. Afterwards two fishing vessels, chartered by Lieut. Gunji, and the *Toko Maru* also arrived in the river for the purpose of fishing. The *Toba Maru* was then fishing for cod in the offing. Lieut. Gunji constructed a hut on a hill by the seaside, and watched the fishermen. At a distance of some five miles from the place, there exists a village called Javino, containing 13 or 14 houses. Lieut. Gunji was known to the inhabitants by the name of Heji and they regarded him with fear. When the news of the outbreak of the war reached the village, the residents at once apprehended that Heji would attack them, and on learning that he had landed at the Ojerna, they immediately fled into the mountains. In spite of this alarm, everything proceeded quietly with the Japanese until July 28, when several of the villagers called upon Lieut. Gunji and told him that they had usually subsisted on provisions supplied them from Vladivostok. This year, however, the Vladivostok authorities had neglected to send them their usual supplies, presumably owing to the war and they were in great distress. They were therefore anxious to obtain assistance from Lieut. Gunji. The latter believed the story and furnished them with a quantity of provisions. The villagers expressed their gratitude and then withdrew. The following day, another native, who seemed to be the chief of the village, accompanied by a servant, paid a visit to Lieut. Gunji, and after explaining to the latter the commotion that existed in the village, asked him to visit the place in order to pacify the residents. Lieut. Gunji willingly consented to the man's request, and left for Javino on horseback, taking with him a doctor, an interpreter and another member of the party. A few days passed, and as the Lieutenant and his party did not return, the anxiety among those who remained behind grew so intense that, on August 2, some of the members set out in search of the missing men. Before reaching Javino, they discovered the gaiters worn by Lieut. Gunji and the others, which were in a battered condition. The search party concluded that some mishap had occurred to their chief and at once returned to the hut. The same night, forty or fifty Russian soldiers attacked the hut and opened a severe fire with their rifles. The Japanese fought for a few minutes, at the end of which 14 were killed. Two, however, managed to escape to the *Toba Maru*, which was at anchor in the river at that time. The vessel at once weighed anchor and tried to leave the river, but could not do so owing to the ebb tide. The following day, as things seemed to be quiet on shore, the crew landed, and found that the 14 dead bodies of the Japanese had been horribly mutilated. They dug two large pits in which the bodies were buried. The crew afterwards dredged the bottom of the river, and abandoned over 1,000 bales of salt on board, so that the vessel might negotiate the shallows. About August 7, the ship left the river and arrived at Shimushu on August 10, bringing the sad news to the families residing in that island. The vessel stayed there until August 23, but during her stay no attack was made by the Russians on the island. When she left the island, the *Kyusho Maru* was at anchor there.

A STORY OF A SUICIDE.

A story, shocking to English minds, but significant of the extraordinary nature of Japanese patriotism, has been told to a correspondent by one who knew the captain of the ship concerned. Some quarter of a century back two young Japanese were to come over here as naval cadets; in fact, they were the first to come to England to learn seamanship, and a passage was booked for them on an English steamer. When they presented themselves on board, mere lads, they informed the captain that they were instructed to learn navigation during the voyage, and asked him to give them a course of training, with an examination before they reached Gibraltar. The captain, who had been told of their coming, was not at all surprised, and told them that they should push-pool the idea, and told them that they should take things easily and enjoy the voyage, that his vessel was not a training ship. They were, however, too earnest in their request that he told the first mate to give them some lessons in navigation. Before "Gib" was reached the lads asked for their examination. A list of questions was given them, and after the allotted hour or so for answering, the papers were judged by the captain, one candidate qualifying, the other failing. At the lunch hour that day only one Japanese appeared. He was asked where his companion was, but refused to say. After a wait the captain, acquainted with Japanese ways, became uneasy, and going to their cabin found the door locked. It was forced, and as the ship's officers had feared, they found the poor lad dead on the floor; he had committed harakiri.

Asked to explain, his comrade said: "When we left Yokohama, we were told, 'You must acquaint yourselves with a shipboard with navigation and pass creditably. If one fails he knows what to do; if both fail you know what to do. My friend has only done what he was told. He was disgraced by not passing this morning.'"

S.S. "HEUNGSHAN" IN COLLISION

IN THE HARBOUR.

The reckless navigation of the fairways in the harbour by the thousand and one Chinese craft plying in the waters of the Colony is once more emphasised by an accident which took place to-day. The difficulties of the masters of the large river steamers trading between this port, Macao, and Canton is sufficiently harassing in the foreign ports, and it is added to in no small degree when the skippers have to handle, with considerable caution, their huge vessels as they approach the wharves in Hongkong. As is customary on passing the Sulphur Channel and entering the Southern Fairway one long blast is sounded on the whistle to announce the approach of the steamer, and small vessels plying within the boundaries of the fairway must, therefore, take that as a warning to keep out of the way.

The Hongkong, Canton and Macao Steamboats Co.'s s.s. *Heungshan* was entering the port, in the usual manner, from Macao, shortly after eleven o'clock this morning and sounded the warning blast on her whistle. As she approached her wharf she proceeded at a slow rate, and when she had passed the Joint River Steamboat Co.'s s.s. *Lin Tai*, a small Chinese junk attempted to cross her bows. The engines were at once reversed and put full speed astern, but there was sufficient way on the *Heungshan* to carry her through the tiny Chinese craft, which she almost cut in two in less time than it takes one to describe. The floating debris was soon round and about the steamer, but as the hull of the junk did not appear to have been damaged she turned turtle, her stern being smashed into match-wood. The occupants, as observed by a passenger on board the steamer from whom we obtained the particulars of the collision, seem to have been only three in number, although some of the Chinese report that a child was also seen on board the native boat. The crew clung to the wreckage, and were rescued by another cargo junk, in tow of a small launch, which was approaching the wreck then drifting towards the launch and her tow. No lives appear to have been lost in the collision.

INGENIOUS THIEVES.

NOVEL CONFIDENCE TRICK.

The police and detective departments are much exercised in their minds over the reports made by a number of Chinese and Indian shop-keepers, during the last ten days, of a series of ingenious thefts that have been perpetrated upon them by some unknown persons. From investigations made by Mr. Hanson, chief of the detective force, it appears that there is a gang of well-to-do Chinese of Chinese origin, who are making a practice of victimising shop-keepers, principally of the better classes, their *modus operandi* being as follows:—The men, generally in couples, well-dressed and of well-to-do appearance, go into a shop and give large orders for goods, such as umbrellas, socks, piece-goods, rubber boots, and sundry provisions, which they want to have packed and taken by one of the shop-keepers to their address, choosing the latter in some very respectable locality, and there the *foki* is to receive the amount due, and hand a receipt for the money to the purchasers. The goods are packed up and taken by the *foki*, accompanied by the supposed merchants to the address given, and on arriving the *foki* is requested to take upstairs a portion of the goods, and return for the rest. All unsuspecting the *foki* goes up, only to learn that no such people as those whose names were given live there, and the occupants know nothing about any order for, or purchase of, goods. On returning to the streets the unfortunate *foki* discovers that his affluent customers have disappeared, and, incidentally, so have the rest of the parcels of goods, no trace of either being left. On Monday this trick was played on the shopkeeper of a variety emporium at 53 Des Vaux Road, when goods to the value of \$137 were taken away in this manner, and which have entirely disappeared with the thieves. It is believed that these men get away with the goods to Canton, Macao, and elsewhere outside of the Colony, and, after disposing of the same, return to find new victims, which, from their general appearance of wealth and respectability, they easily do. It is difficult for the *foki* who, as a rule, do not observe the customers closely, to swear to the identity of the men, and thus, if captured without identification, and with nothing connected with the robberies found upon them, they cannot be charged, as there is nothing upon which to frame a case against them, and so they go scott free. A remedy would be for shop-keepers to let two *fokis* accompany the party, so that one may act as watchman while the other leaves the goods and enters the house. The rogues will exhibit uneasiness at the presence of two *fokis*, which, being observed by the latter, should cause them to be very much on the alert for developments, and at the slightest sign of anything suspicious in the actions of the former, the police should be called, and if necessary the men given into custody. Should one or two be thus arrested, it would no doubt lead to the detection of others. The shopkeepers practically have the matter in their own hands, and by adopting the method suggested, might put a stop to the victimising of themselves and their neighbours, and at the same time afford facilities to the P. I. to bring otherwise untraceable culprits to justice.

THE P. & O. "PALERMO" AT COLOMBO.

EXCITING INCIDENT.

The P. & O. s.s. *Palermo*, Capt. Andrews, from Aden, was only by the narrowest shave saved from being dashed upon the Northern Arm yesterday morning (Sept. 21).

The Clan liner *Clan Lamont*, from the southward, showed its blue light about a quarter past five; and the *Palermo*, from the other direction, showed its blue light (the pilot light) a quarter of an hour later. Both steamers approached the entrance to the harbour nearly at the same time. The *Palermo* was brought close up to the narrow entrance and was stopped dead, and before the Captain could get weigh on her again, the current, which is very strong just there, caught her and she began to drift towards the breakwater. It was by going full speed astern that a serious disaster was averted. Pilot C. Green, who was aboard the *Palermo* at the time, said it was a case of touch and go. There was a strong breeze blowing at the time, and had the ship touched the breakwater, with the sea that was running, there would have been no hope for her. Even when she had got out to sea again three-quarters of a mile, one of her engines had to go at full speed and the other slow to keep her straight and she was sailing light at the time and drawing 19 feet, which, of course, made matters worse.

The *Palermo* at the best of times is not an easy steamer to handle. At Calcutta the pilots are absolutely afraid of her. She is said to be like a balloon on the water. Her Captain is particularly distrustful of entering Colombo Harbour, and says he would never do so at night if he could help it.

(The above shows that harbour entrances, where there are moles, and currents deviated by moles, will demand pilotage, and even then, where there is really a heavy sea to contend with, as at Colombo during part of the year, may imply a certain considerable risk.)—*S. F. Press*.

THE FALL OF HUI CH' I HSIEN.

According to our Kueilin, Kwangsi, Correspondent, the rebels at Hui Ch' i Hsien made a violent attack on the 5th of this month, and on the 15th the city fell into their hands. The whereabouts of the Magistrate is at present unknown. The rebels number between 30,000 and 40,000 men. Strange as their object is, they do not, as a rule, plunder the residing merchants, but the travelling merchants, in the hope of thereby persuading people to join their society. They keep on increasing their numbers, and accumulating provisions. Their object, it can be seen, is by no means small. Many of the merchants in the city have been forced to join them, and in this way they can remain safe. The travelling merchants, on the other hand, are subject to their attacks and liable to receive maltreatment at their hands. They extort a certain amount of fees from the sailing boats coming under their notice, and the cargoes which they convey must be redeemed if restoration is desired by the owners. A certain merchant named Lo recently went away with two females, members of his family, and while passing a place called Chushui, was attacked and detained. The merchant offered \$50 for the freedom of himself and the two females but the rebels were still not satisfied with this handsome offer. They have declared that on the 17th they would attack Shih Kiu Shu, a market-town. The whole of Sie Hui is now in an uproar on account of the activity of the rebels.—*Eastern Times*.

DISSEMINATION OF LIBELLOUS TWADDLE.

The dissemination of libellous twaddle with regard to the emigration of coolies to South Africa goes on without interruption in the native press, but it is not on every occasion that we come across it, remarks the *P. & T. Times*. The following specimen, taken from the *Ching-hau Jih Pao*, Peking, will for sheer spitefulness require some beating, though it has its amusing side as well:—

We have repeatedly referred in our columns to the enlistment of coolies for the Transvaal mines by the British Government, and the conditions of the same. This step is due to the greediness of the English people for gain. Now we hear that, although the Englishmen are employing the coolies in the same way as horses and cows, yet they ill-treat them by giving them only \$12.50 per man per annum while they have to pay as much as \$50 to each of the native negroes every month. This is really a great insult to the poor country people who are mostly enticed by sweet words to go abroad by low class Chinese contractors. But as the coolies are so poor and ignorant they are willing to go there and give up their lives to the British mine owners instead of listening to the good advice of their fellow countrymen. What a pity this is. Now the Governor of Shantung has received a letter from some Chinese merchants abroad giving details of the way the coolies are ill-treated and insulted in South Africa at the hands of the mercenary mine-owners whose actions are beyond the power of the pen to describe. An account of the this H. E. Chou-fu has informed the British Consul at Chelso and had the coolie emigration in the province stopped at once. We congratulate the people of Shantung on having such a good and clear-headed Governor to look after their interests. It would be greatly to the credit of the Chinese Government, which has sanctioned and assisted the emigration of coolies to South Africa, if it was to put an emphatic stop to the publication of such libels upon an excellent industrial movement.

MACAO NOTES.

(From Our Own Correspondent.)

Macao, 11th October, 1904.

The proposed visit of the French admiral, mentioned in my note of last week, has been put off, and his Excellency did not come up from Hongkong as was expected on Saturday last.

The falling off in the junk trade of the port has awakened the Authorities to a sense of the danger threatening the extinction of what little trade is remaining since the opening of the West River to foreign trade. I hear that the Colonial Secretary (Dr. A. P. Lello) was appointed a commissioner, with powers to visit Canton and the riverine ports, in order to investigate the causes of the commercial decadence of this ancient city. The commissioner returned from his tour on Saturday last.

A few sporadic cases of choleraic diarrhoea are reported from various districts in the city. It is the opinion of the medical authorities that so long as the water supply remains in the unsatisfactory condition that it has been in all these years, Macao will ever remain exposed to the danger to public health brought about by a contaminated water-supply. The drainage and sewerage system is a standing shame to a city that claims the sovereignty of a civilized Government. It is true that the municipal authorities cannot improve matters so long as the City Fathers are not given the wherewithal for carrying out the hurried and one public works so urgently needed here. Macao is a self-paying colony; even more than that, it can show a surplus of revenue over expenditure every year, but any such is appropriated to the mother country to the detriment of this colony whose people fume and fret at the scandalous injustice which appropriates no less than two hundred thousand dollars yearly from its coffers for the maintenance of impecunious sinecures in the Portuguese metropolis. Macao meanwhile lags behind in the many public works which, if carried out, might restore to it much of its erstwhile glory and prosperity.

The famous property popularly known as the "Sun Fa Yuen" is shortly to come under the hammer with the death of its owner, Mr. Lecaroz. The moveable property and personal effects belonging to the estate were sold by public auction to-day with the exception of the jewellery. The latter and all immovable property will be similarly sold at a later date. There is a talk that Government intends acquiring the land and buildings or a new harbour office. As a residential building the late Mr. Lecaroz's house might claim to be the largest of its kind in the East. The house for the nonce and since the death of the Spanish gentleman has all the appearance of besieged quarters. According to Portuguese law no sooner the owner died, the judicial authorities entered into possession and in addition to literally sealing all boxes, etc. placed a *post* of police to the number of seven on the premises, who remained on guard day and night, their beds being accommodated at the main entrance to the house. Two armed sentinels did duty at the gate. To a foreigner this strong guard and seemingly unnecessary exhibition of force appeared somewhat ludicrous.

KWANGSI REBELLION.

Kweilin, 3rd October.

The Governor's Yamen has received information regarding the fall of Lochenghsien. The reasons given as the cause of the fall of the district is that the locality is very mountainous and very unhealthy causing the majority of the military to suffer from sickness and hunger and on the 14th instant the Wu Kuang army was defeated by the rioters after a severe engagement and one of the commanders was killed. However, the Wu Kuang troops maintained their position facing the rioters for several days, but the rioters having been reinforced became furious in their attack. Lochenghsien finally fell into their hands while the government army was forced to retreat and fall back at Chinyuen-fu (which is situated south west of Lochenghsien.)

Later.

An urgent telegram was received by the Governor's Yamen on the 27th September that Chinyuen-fu is now threatened by the rioters and that unless strong reinforcements be quickly sent to the rescue of the government troops there, it will become difficult to maintain the defence of the prefectural city of Chinyuen-fu.—*Sin Wan Pao*.

To-day's Advertisements.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS ALICE,"

of the NORDEUTSCHER LLOYD,

Captain P. Wellin, will leave for the above places, TO-MORROW, the 13th instant, at 5 P.M.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 12th October, 1904. [13]

WANTED.

BY an English gentleman, FURNISHED ROOM, with or without Board. Central District preferred.

"CIRE,"
C/o Hongkong Telegraph.
Hongkong, 12th October, 1904. [118]

To-day's Advertisements.

A SMOKING CONCERT

WILL BE GIVEN BY

THE VICTORIA RECREATION CLUB,
Assisted by many of the
leading Vocalists of the Colony,

ON

SATURDAY NEXT,

the 15th instant, at 9 P.M. sharp, in the
Club Gymnasium, Kowloon.

Admission.....\$1.00

A Launch will leave Blake Pier for Kowloon
at 8.30 P.M. sharp.

Arrangements have been made with the
Star Ferry Co., Ltd., to run a Late Launch
from Kowloon at 12.15 A.M.

HAROLD C. AUSTEN,

Hon. Secretary.

Hongkong, 12th October, 1904. [1172]

THE REGISTRATION OF TRADE
MARKS ORDINANCES, 1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that BURT BOULTON and HAYWOOD, LIMITED, of 64, Cannon Street, London, England, have on the 25th day of August, 1904, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

"IALINE"

in the name of BURT BOULTON and HAYWOOD, LIMITED, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods:— "Disinfectants for all purposes in form of fluid or powder and of tablets, medicated soap for animals and ointment for veterinary use; Insecticide" in Class 2.

A facsimile of the Trade Mark can be seen at the Colonial Secretary of Hongkong.

Dated the 12th day of October, 1904.

DENNIS & BOWLEY,
Solicitors for the Applicants.

[29]

GOUDA CHEESE.

JUST unpacked a large consignment of the
above CHEESE. Guaranteed to be fresh
and of excellent quality.

Price.....75 Cents per lb.

A Trial Solicited.

H. RUTTONJEE,

No. 5, D'Agular Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 12th October, 1904. [172]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

Intimation.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H. M. THE KING

and

HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores.

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"AGAMEMNON"	22nd October.
GLASGOW AND LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW AND LIVERPOOL	"VANGTSE"	29th October.
GLASGOW AND LIVERPOOL	"DARDANUS"	5th November.
GLASGOW AND LIVERPOOL	"NINGCHOW"	11th November.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	13th October.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"VANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO, NEWCHWANG, and TIENTSIN	"OETHELI"	13th October.
KOBE	"IOHANG"	14th "
AMOY and SHANGHAI	"TAIWAN"	15th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2140	R. Rodger	MANILA (direct)	SATURDAY, 15th Oct., at 10 A.M.
RUBI	2140	R. W. Almond	"	SATURDAY, 22nd Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NUMANTIA"	4370		October 27th, 1904.
"ARABIA"	4483	Bahle	November 19th,
"ARAGONIA"	5198	Schuldt	December 13th,
"NICOMEDIA"	4370	Wagner	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, ON EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Preston's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.
Return " " \$3.00, " " \$5.00.
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONHA,
Macao Agent.

Hongkong, 24th September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for single journey.

2nd " " 1.50

Meals.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 314, Wing Lok Street.

WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW".....1,309.....J. P. MARTIN.
"KWONG TUNG".....1,238.....H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.

Also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.

Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENCIA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"CAPRI,"
Captain Belsito, will be despatched, as above,
on SATURDAY, the 15th instant, at Noon,
instead of as previously advertised.
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 10th October, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain Thomson, will be despatched as above,
on SUNDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 10th October, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"CLAVERBURN,"

Captain Parker, will be despatched for the
above Port, on or about TUESDAY, the 18th
October.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 15th September, 1904.

DAMPFSCHIFFS RHEDEREI "UNION"
ACTIEN GESELLSCHAFT,
HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA,"

Captain Petersen, will be despatched for the
above Port on or about WEDNESDAY, the
16th instant.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 4th October, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. HUGO".....18th November.

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th October, 1904.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the
above Ports, on TUESDAY, the 18th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 11th October, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days about 2 P.M. and on Sundays at 7.30 P.M.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied,
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer will shortly be lit throughout
by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 6th October, 1904.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 13th
inst. at 2 P.M. will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 11th October, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Ophelia*.
From Australia, ex S.S. *Marmora*.
From Calcutta, ex S.S. *Palma*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1904.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC,"

The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by MONDAY, the 10th instant, at 5 P.M. will
be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 7th October, 1904.

Mails.

COMPAGNIE DES MESAGERIES
MARITIMES

PAQUEBOTS-POSTES FRANCAIS

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, CALCUTTA,

BOMBAY, ADEN, DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN AND

BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX,

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, at
1 P.M., the Company's Steamship
"SALAZIE," Captain Mages, with Mails,
Passengers, Specie, and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Calcutta* bound for
MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 17th October. Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

L. BRIDOU,
Acting Agent.

Hongkong, 5th October, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this Port
BOMBAY, on SATURDAY, the 22nd October,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Brilliant*, 5,525 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mongolia*,
due in London on the 4th December, 1904.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

A. HEWETT,
Superintendent.

Hongkong, 8th October, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " Beaujolais (Burgundy).
- 3 " Vin Rosé.
- 3 " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Impérial	Moët & Chandon	50 " " "

ALSO TRY OUR

BLACK AND WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00
The Half-Litre 2.50

CHAZALON & CO.

Sole Agents for Hongkong, China and Japan.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$210,000 \$175,533 \$101,973	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	64%	\$65 buyers London £ 67
National Bank of China, Limited	99,925	£7	£7	\$1,750,000 \$509,143 \$784,445 \$906,872 \$900,000 \$151,992 \$331,347 \$32,133	\$21,668	\$2 (London 3/6) for 1903	52%	\$39 sellers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	Tls. 500,000 Tls. 31,850 Tls. 37,000	\$1,059,926	\$32 for 1902	5%	\$610 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850 Tls. 37,000	Nil.	\$4 for year ended 30.4.1903	64%	\$61
North China Insurance Company, Limited	10,000	£15	£3	Tls. 500,000 Tls. 31,850 Tls. 37,000	Tls. 271,589	Interim of 10/- a/c 1903	...	Tls. 75 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$327,704 \$1,300,000 50,000	\$486,284	\$12 for 1902	94%	\$142 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	...	\$110,551	\$15 for 1902	54%	\$265
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	64%	\$335 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,255,675 \$2,500	\$329,047	\$5 dividend & \$1 bonus for 1902	8%	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$150,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2%	\$291 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5%	\$131
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$18,935 \$60,000	Nil.	\$3 for year ended 30.6.1903	64%	\$32 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$100,000	\$1,287	\$1.80 & b. 40 cts } for year ending 30.4.04 \$6.90 & b. 20 cts }	54% 34%	\$41
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$18,000 \$130,153 £100,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	84%	\$145 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	Tls. 98,000 Tls. 201,614	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6%	25/-
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	...	Tls. 865	Interim of Tls. 1 1/2 for 1904	10%	Tls. 30
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8%	Tls. 47 buyers
DO. (Preference)								
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$240 sa. & b.
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$6 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,436	Tls. 2 1/2 for year ending 30.9.03	44%	Tls. 60 sellers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,766	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$6 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	64%	\$225 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,430	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	64%	Tls. 174 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	42%	\$250 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	64%	\$195 sales
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	64%	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,989	\$28,015	\$10 div. & \$2 1/2 bonus for 1902/3	6%	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Interim of \$2 1/2 for 1904	44%	\$114 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	8%	Tls. 140
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	First year	94%	Tls. 137 1/2
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	Tls. 18 for 1903	94%	Tls. 189 sales
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	\$12 for 1903	44%	\$27 1/2 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	74%	Tls. 112 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1904	7%	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	£636	\$2.60 for 1903	64%	Tls. 530 buyers
Wei-hai-wei Land and Building Company, Limited	3,754	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	Tls. 3,362	Interim of \$1 1/2 for 1904	5%	\$59 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,814 \$20,000	\$11,668	\$5 for first half-year 1904	74%	\$137 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6%	Tls. 150
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9%	Tls. 57 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	44%	Tls. 20 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	Dr. Tls. 2,132	First year	...	Tls. 25
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 37 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7%	\$12 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14%	Tls. 28
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 a/c 1898	...	Tls. 25
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,100	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 32 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	\$2 1/2 for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	44%	\$11
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9%	Tls. 65 buyers
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$25 for year ending 30.6.1900	...	\$100 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5%	\$31 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	54%	\$11 buyers
A. S. Watson & Co., Limited	30,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	74%	\$13
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	First year	...	\$92 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$1 for 1903	10%	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$5 for year ended 31.7.1903	74%	\$92 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	80 cents for 1903	64%	\$15
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	\$1.00 for year ending 30.4.1904	54%	\$9 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	£23,109 £3,000	£7,625	£1 div. and 2 1/2 bonus for 1903	74%	\$160 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8%	Tls. 102 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 140,000 Tls. 15,259	Tls. 7,548	Interim of 15/- for 1904	74%	Tls. 387 buyer
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	64%	Tls. 130
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000	Tls. 413	Tls. 2 for half year	...	Tls. 110
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,482	Final of \$1 1/2 making \$1 1/2 for 1903	84%	\$31 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Final of \$7 making \$12 for year end. 29.2.04	84%	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$10 for 1903	74%	\$140 buyers
Hongkong Ice Company, Limited	5,000	\$35	\$35	\$35,000	\$5,444	\$3.75 for 1903	74%	\$350 buyers
Straits Ice Company, Limited	3,000	\$100	\$100	\$30,000	\$4,283	Interim of \$4 for 1904	94%	\$105 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$7 1/2	\$7 1/2	\$20,000	\$3,029	\$20 for second half year 1913	94%	\$300
Dairy Farm Company, Limited	10,000	\$10	\$10	\$5,500	\$590	\$34 for year ending 30.11.1903	64%	\$22 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	£161	\$12 for year ending 31.7.1903	84%	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	none	£161	6d. per share for 1903	54%	\$5 buyers
United Asbestos Oriental Agency, Limited	9,500	\$10	\$10	\$10,000	\$80	\$1.00 for year ended 31.5.1904	64%	\$91 buyers
Do. (Founders')	100	\$10	\$10	none	Dr. \$42,551	Interim of 70 cents	64%	\$12 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	\$1,548	None	...	\$10 sales
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$3,739	Final of 70 cents making \$1.20 for the year ending 30.6.1904	104%	\$11
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$588	60 cents for year ending 31.5.1904	84%	\$7
William Powell, Limited	12,000	\$10	\$10	none	\$3,644	First year	...	\$31 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	Tls. 334,669	3rd quarterly of Tls. 10, paid 15.9.04	15%	Tls. 310 sales
Maatschappij tot Mijl. Bosch en Landbouwen- plooiing in Singkai	25,000	Gs. 100	Gs. 100	Tls. 11,143	Tls. 27,187	making so far Tls. 30 a/c 1904	5%	Tls. 100
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	74%	Tls. 155
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of \$1.20 for 1904	114%	\$22 sales
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	None	...	\$100
Do. (Founders')	123	\$15	\$12	...	...	Preferential of 7 per cent for 1904	61%	\$8 sellers
Do. (New Issue)	24,000	\$15	\$12	...	...	Tls. 5 for 1903	...	Tls. 40 sellers
E. L. Mondon, Limited	7,700	Tls. 50	Tls. 50	none	Dr. Tls. 252,318	Tls. 6 for 1903	94%	Tls. 65 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Final of \$3 making \$5 for the year ending 30.6.04	94%	\$25
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$375,000	\$832	\$13 for 1903	94%	\$35 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$650,000	\$3,403	\$1 div. and 25 cents bonus for half year ended 30.9.1903	74%	\$100 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$112,500	\$2,766	\$5 div. and \$2 1/2 bonus for 1903	74%	\$100 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	none	\$803	\$5 for year ended 31.10.1903	74%	\$26 sales
Maynard and Company, Limited	3,700	\$10	\$10	none	...	First year	...	\$10
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$30,000	None	...	\$25
South China Morning Post, Limited	6,000	\$25	\$25	none	...	...	...	\$25